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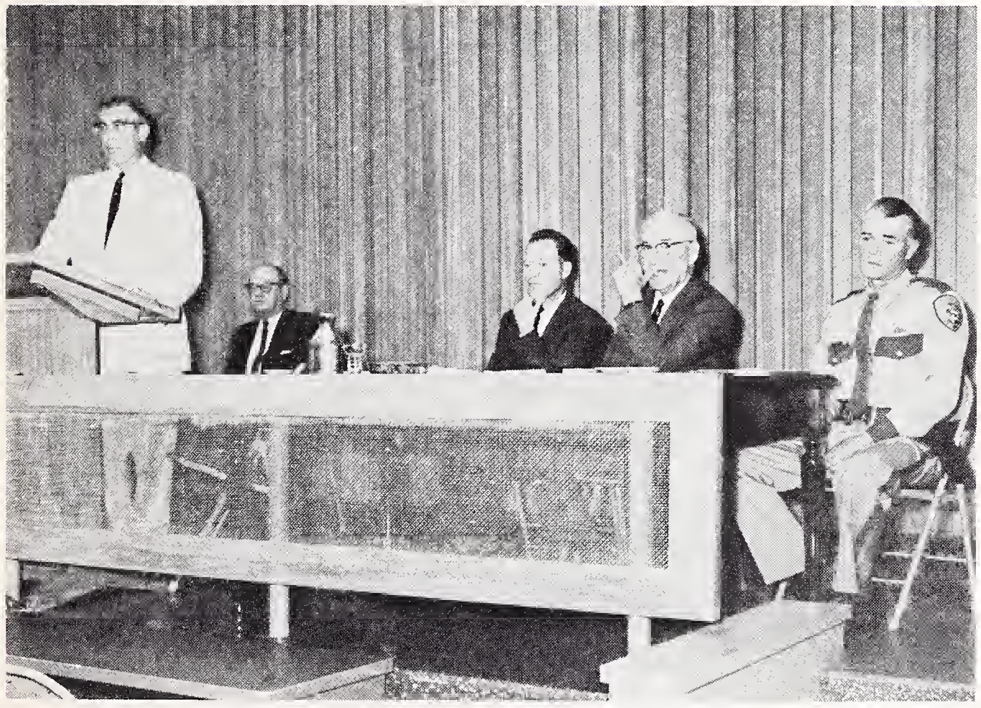
THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. IV., No. 6 June, 1963

HIGHWAY SAFETY WORKSHOP



Commissioner James, State Highway Engineer Quinnell, Governor Babcock, Commission Chairman Sorrells and Highway Patrol Supervisor Stephenson.

Taking steps to curb Montana's number one problem, Governor Babcock, and the Highway Commission held an all day "work shop" on Highway Safety on June 18 in the Highway auditorium.

An impressive group of authorities presented their views of the problem as they see it and deal with it in their line of work, and also presented some very definite ideas on how they propose to reduce the traffic accident rate on the highways.

All agreed that there was no magic formula, and the problem would not resolve itself if left alone. It was the concensus of the opinion that most hard work, time, money, and cooperation of all is needed to stem the rising death toll on the roads.

Those appearing on the panel of authorities were: Roy Sorrells, Chairman of the Highway Commission; Fred Quinnell, Jr., State Highway Engineer; Alex Stephenson, Highway Patrol Supervisor; Judge W. W. Lessley, District Judge from Bozeman; Fred Dugan, Police Judge from Billings; Dr. R. J. English, optometrist from Dillon; Rev. George Harper, Methodist Minister of Helena; Donald Garrity, of the Attorney General's Office; Tom Hanrahan, Lewis and Clark County Attorney; Sgt. Gene Hill, of the Billings Police; John Krsul, Cascade County Sheriff; Andy DeMier, Great Falls Photographer; Maj. Nick Mostero, Malmstrom Airbase Safety Officer; David Schenk, Flathead County Probation Officer; Ray Reavely, President of the Montana Highway Users Conference; Roy Bell, Great Falls Insuranceman; Luke Wright, Capitol reporter for the Great Falls Tribune; and M. W. Pletcher, from the Washington D. C. office of the Bureau of Public Roads.

Stricter enforcement of traffic regulations, more thorough driver training for juveniles, more strict driver re-examination, vehicle inspection, additional patrolmen, recognition of good drivers, mandatory seat belts, and many other suggestions were offered as deterrents to the accident rate, but it was the concensus of opinion of those present that the right to drive was a privilege, and should be revocable.

GOVERNOR
Tim Babcock

STATE HIGHWAY COMMISSION

Roy L. Sorrells .... Chairman
S. N. Halvorson .... Vice-Chairman
J. M. Nass .... Member
George M. Gosman .... Member
Ted James .... Member
John D. Wheeler .... Secretary

STATE HIGHWAY DEPARTMENT

Fred Quinnell, Jr. .... State Highway Engineer

EDITORIAL STAFF

George T. Sime .... Editor
Ernest A. Neath .... Associate Editor
Chet Dreher .... Photographer
Kenneth L. Martello .... Artist

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AWARD SHEET — LETTING OF MAY 22, 1963

Project No.	Amount of Bid	Bidder	Address
1 15-1(17)46 U1 Pipe Organ N. & S. (Road) Beaverhead County	$ 789,267.64	Peter Kiewit Sons' Company	Billings, Mont.
1 15-1(17)46 U2 Pipe Organ N. & S. (Bridges) Beaverhead County	$ 227,643.48	Waddell Construction Co.	Helena, Mont.
1 15-1(17)46 U3 Pipe Organ N. & S. (Fencing) Beaverhead County	$ 31,920.15	Belgrade Enterprises, Inc.	Billings, Mont.
I 15-8(14)357 U1 Shelby-Oilmont Jct. (Road) Toole County	$1,404,811.20	Zook Bros. Construction Co.	Great Falls, Mont.
I 15-8(14)357 U2 Shelby-Oilmont Jct. (Bridges) Toole County	$ 102,583.93	Waddell Construction Co.	Helena, Mont.
1 15-8(14)357 U3 Shelby-Oilmont Jct. (Fencing) Toole County	$ 82,714.00	Grand Fence Co.	Billings, Mont.
F 149(19) & F 252(15) Great Falls-Fort Benton & Fort Benton-Havre (Road) Chouteau County	$ 523,233.62	Robertson & Blossom, Inc.	Great Falls, Mont.
F 157(19) Miles City-Jordan (Road & Bridges) Custer County	$ 717,294.53	Peter Kiewit Sons' Co.	Billings, Mont.
U-F 242(16) Butte-Boulder (Road) Silver Bow County	$ 132,105.51	Kiely Construction Co.	Butte, Mont.
S 322(7) Hardin-Sarpy (Road) Big Horn County	$ 417,699.92	Maronick Const. Co., Inc.	East Helena, Mont.
SMP 2399-63 Various (Crushing & Stock-piling) Fergus, Judith Basin, Meagher, Musselshell, Petroleum & Wheatland Counties	$ 223,454.00	Francis M. Tindall	Lewistown, Mont.

Total for Month—$4,652,727.98
Total for Year—$21,817,507.56

NEW WORK HIGH RECORDED

At the end of May, an all time high in volume of work under way and men employed by contractors was reached. A report from the Construction Division, stated that a total of $82,251,628 worth of highway contracts were under way on 500 miles of Montana Highways and structures, signing, and fencing projects. There were a total of 2,575 men employed by the highway contractors.

$100 MILLION MARK REACHED

Contracts to build Montana's 1179 miles of Interstate Highway reached the $100 million mark with the May bid letting. As of June 1, there have been a total of $100,727,643.02 in contracts awarded in Montana since the inception of the Interstate Program in 1956. The work includes contracts for grading and surfacing, fencing, seeding and mulching, signs and delineation, and structures.

A total of 187.848 miles is now complete, while work is underway on another 156.107 miles, or a total of 343.955 miles. On Interstate 15, a total of 63.773 miles is complete at a cost of $16 million, and 76.262 miles is under construction at a cost of $23.4 million. Interstate 90 has 78.085 miles complete, at a cost of $22 million, and another 55.127 miles under contract at a cost of $23.8 million. Interstate 94 has 45.9 miles complete, at a cost of $10.1 million, while work is under way on another 24.7 miles at a contract price of $5.3 million.

Percentage wise we now have 29.1 per cent of the Interstate work complete or under contract.

As for the cost per mile on construction, the cost per mile averages about $280,000, exclusive of right of way.

FEDERAL HIGHWAY ADMINISTRATOR FINDS BYPASS BENEFICIAL

When the growing Interstate Highway System bypasses a town, it does not bring economic disaster to the municipality it skirts.

Federal Highway Administrator Rex. M. Whitton said studies made by State highway departments and others in cooperation with the Bureau of Public Roads, U.S. Department of Commerce, indicate the town usually benefits by being relieved of much of the traffic that formerly was forced to go through it, clogging its streets and obstructing shoppers who really want to be there.

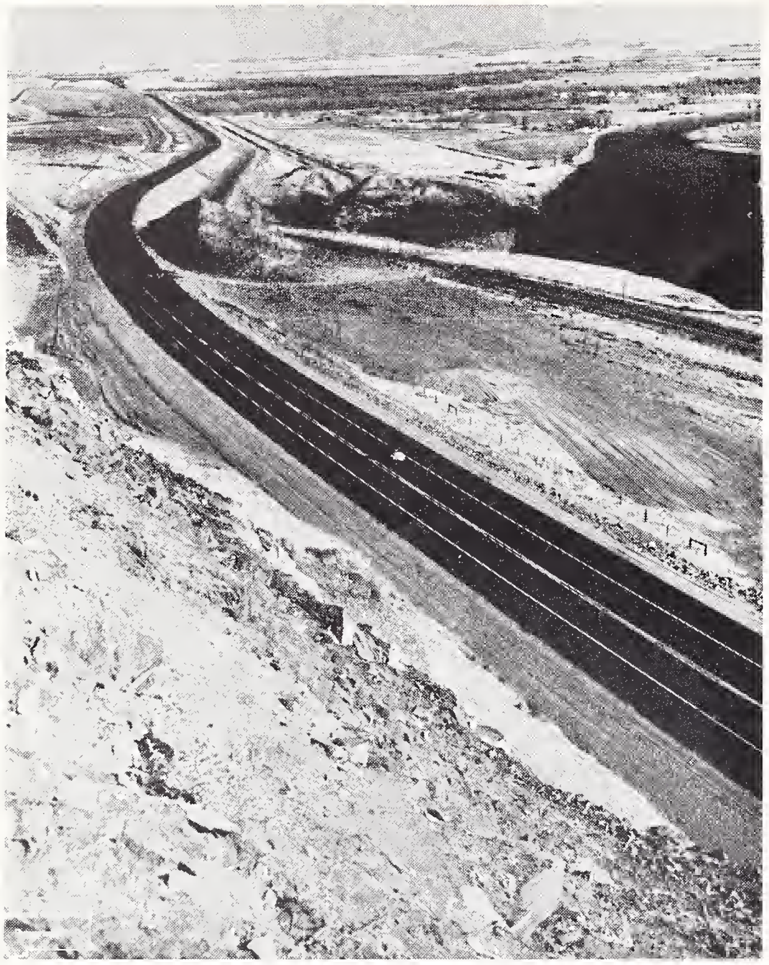
There have been many instances, the Administrator said, of merchants who feared financial loss when a bypass was first announced but found after it was constructed that it proved a boon to business. The diversion of through traffic from a town opens pre-

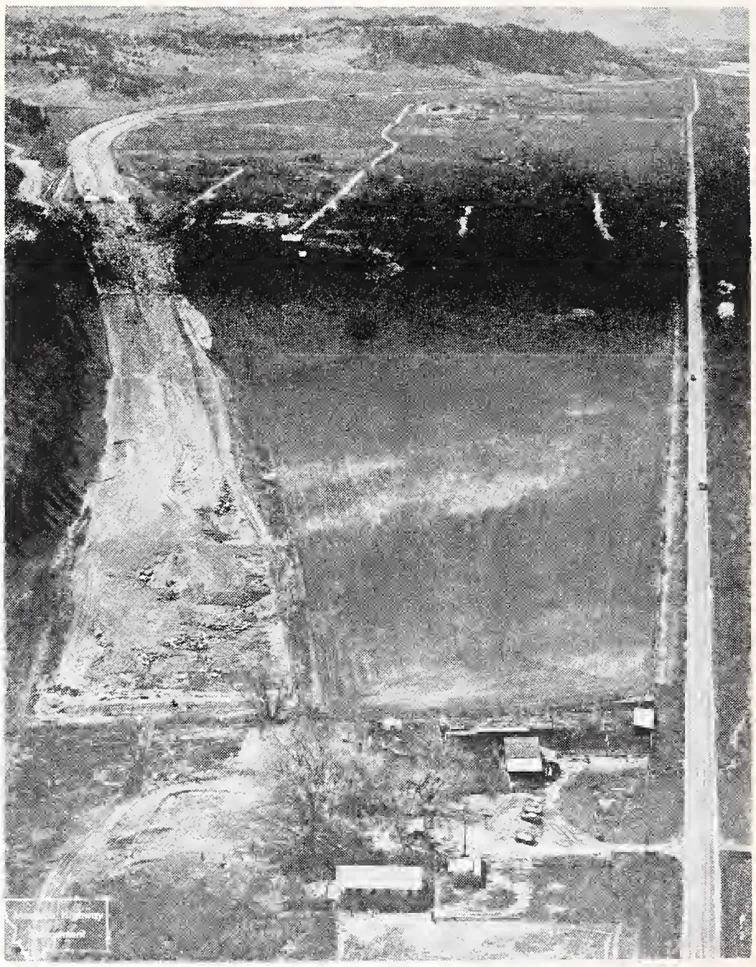
Continued on Page 5

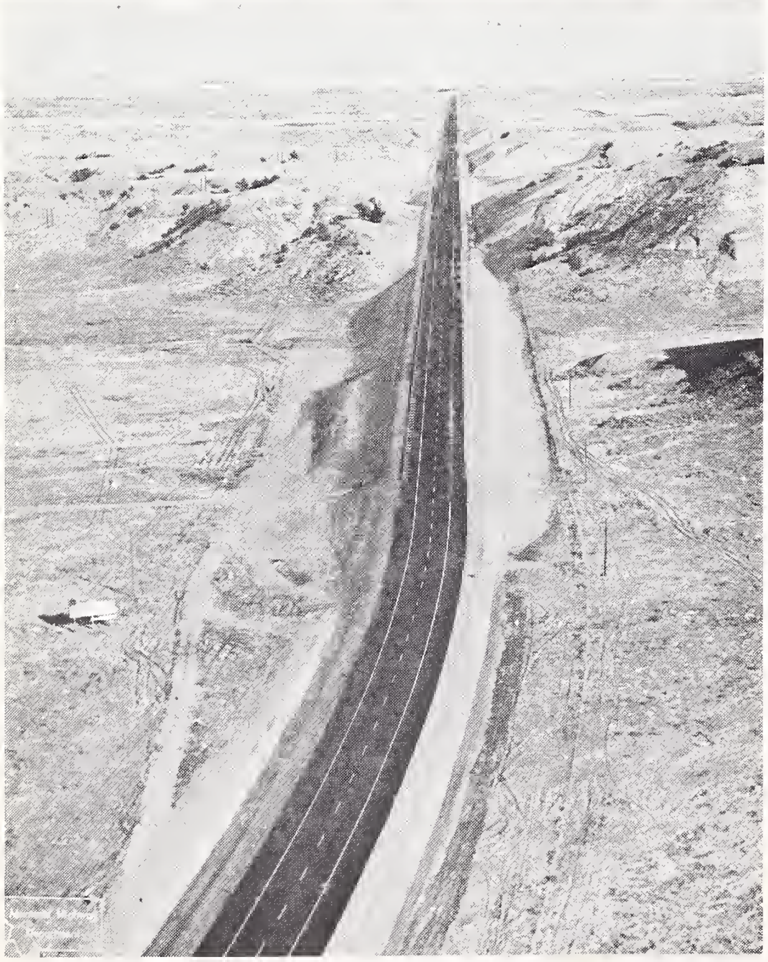
The Montana Highway Department concurrent audit system was recognized recently by the Bureau of Public Roads as one of the few in the nation that is acceptable to the agency. Only one of eight such bookkeeping systems in the nation, Montana's system has been in operation for slightly over a year, and at the time it was adopted here, it was only third such system. The concurrent audit using electronic methods to keep an inventory of the work under way, greatly accelerates the reimbursement proceedures between the BPR and the Department.

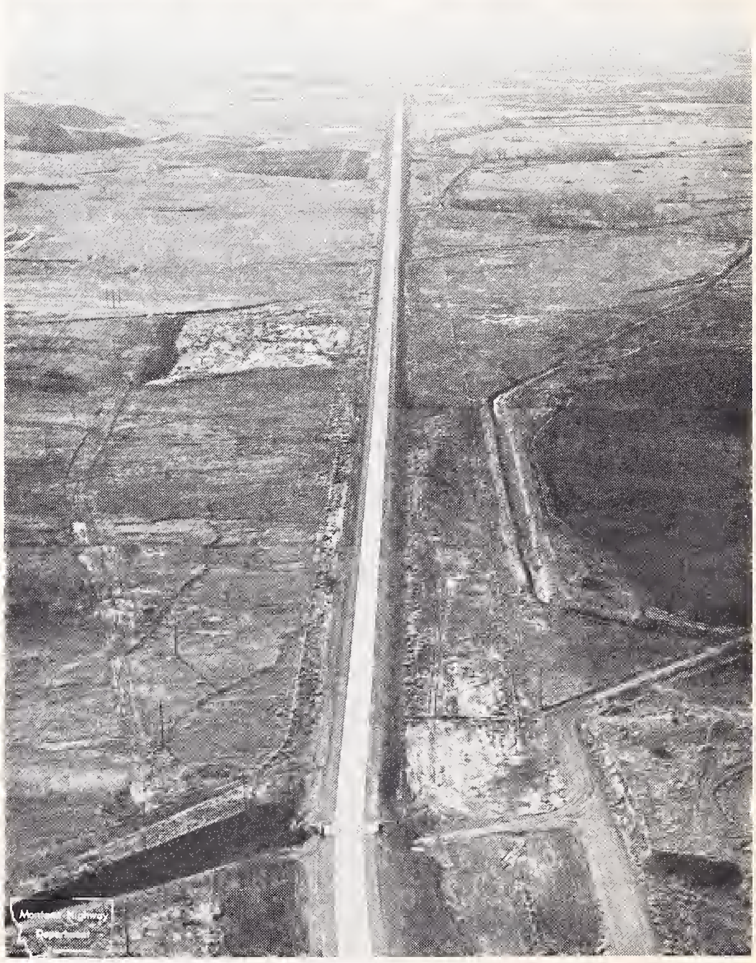
TOP—Bob O'Leary, Chief Accountant is here showing the latest run of the audit to Fred Quinnell, Jr., State Highway Engineer, E. H. Cowan, Division Engineer of the BPR, and Ed Miller, Data Processing Engineer. CENTER—Betty Behl, of the Lab, is getting a handshake and good wishes on her selection to attend a special course on the "Technique of Infra-red Spectroscopy, and its application to the Study of Electrokinetic Properties for Aggregates in Bituminous Material." The course will be given at Massachusetts Institute of Technology in Boston. Betty is Bituminous Research Supervisor of the Lab. School is not new to her, as she has a Master of Science Degree from Marquette University, and came to the Montana Highway Department from Rocketdyne Research in Los Angeles. She has already fallen in love with Montana, and has staked her claim in Colorado Gulch west of Helena. BOTTOM—Substituting for Chairman Roy Sorrells, George is presenting a certificate of Appreciation to Charles Bovey at the Virginia City Centennial. Senator Bovey not only has served as chairman of the Senate Highway Committee, but has done a great deal to preserve the heritage of Montana at Old Town, Virginia City, and Nevada City. The Centennial was celebrated on May 26.

Another newly completed section of Interstate Highway is the Armstead portion of Interstate 15, which has been routed to skirt the lake to be formed by the Clark Canyon Dam.









UPPER LEFT—9 miles of Interstate 15 has recently been completed from Cascade south to Hardy Creek. UPPER RIGHT—Nearing completion are two sections of Interstate 90 extending east and west from Reed Point. This photo is looking westerly toward Reed Point. This community chose the routing of the highway, and requested that it be located south of the town as is shown here. LOWER LEFT—One of two new sections of Interstate 94 put into service since 1962 tourist season. This new 15 mile sections commences about 10 miles west of Miles City and continues past Hathaway. LOWER RIGHT—New concrete section of Interstate 94 just east of Miles city.

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH , TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID PRIMARY PROJECTS		
101	F 191 (19) U 1	9-1-63	5.6 miles grading, drainage, surfacing, plant mix bituminous & seal coat oiling. (U.S. 93-South of Kalispell).
102	F 207 (8)	9-30-63	0.2 mile grading, drainage, surfacing, plant mix bituminous & seal coat oiling. (U.S. 10-In Butte).
	U-F 242 (16)	10-31-63	0.8 miles grade, drain, surface & plant mix bituminous surfacing. (U.S. 91-In Butte).
	F 279 (4)	9-30-63	0.5 mile grade, drain, surface, plant mix bituminous & seal coat oiling. (U.S. 10-ByPass-In Butte).
103	FHP 6-1 (1) *	1963	6.5 miles grade, drain, base & bituminous surface treatment. (U.S. 10A-Idaho Line East).
104	F 193 (12)	9-30-63	11.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Montana 16-Medicine Lake North).
105	157 (16) U 1	6-30-63	5.0 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (Montana 22-N.W. of Miles City).
106	-FG 68 (12) U 1	9-1-64	2.7 miles (four lane divided) grade, drain, surface, plant mix bituminous surface. Sign & delineation. (U.S.10A-E. of Anaconda).
	F-FG 68 (12) U 2	10-31-63	Four prestressed concrete beam bridges, dual 70 ft-Clark Fork and dual 148 ft.-NP RY., (U.S. 10A-East of Anaconda).
	ROW F-FG 68 (8)	10-1-63	2.7 miles fencing. (U.S. 10A-East of Anaconda).
107	F 134 (6)	9-30-64	0.7 mile grade, drain, surface, & plant mix bituminous surfacing. (U.S. 212 - Laurel S.).
108	F 67 (9)	10-1-63	1.6 miles grade, drain, surface, etabilized base surface, plant mix bituminous, seal coat oil. (U.S. 91-Main Street in Conrad).
109	F 149 (16)	9-15-63	9.7 miles grade, drain, surface & plant mix bituminous oiling. (U.S. 87-N.E. of Great Falls).
110	U F 296 (15) U 1	10-1-63	4.2 miles (0.8 miles four-lane) grade, drain, surface, & plant mix bituminous surfacing. (Montana 3-Billings N.W.).
111	F 149 (19) & 252 (15)	9-15-64	9.8 miles grade, drain, surface & plant mix bituminous surface. (U.S. 87-S.W. of Fort Benton).
112	F 26 (7)	6-30-63	1.6 miles seeding & mulching. (U.S. 87-Grass Range N.).
	F 103 (11)	6-30-63	7.6 miles seeding & mulching. (U.S. 191-Roy East).
	F 333 (30)	6-30-63	21.5 miles seeding & mulching. (Montana 19-Grass Range Junction N.).
	F 333 (32)	6-30-63	3.9 miles seeding & mulching. (U.S. 191-Roy Junction N.).
	F 26 (6) U 2	8-30-63	1.6 miles seal coating. (U.S. 87-Grass Range N.).
	F 103 (10) U 2	8-30-63	7.6 miles seal coating. (U.S. 191-Roy E.).
	F 333 (27) U 3	8-30-63	9.7 miles seal coating. (Montana 19-Grass Range Junction N.).
	F 333 (28) U 2	8-30-63	3.9 miles seal coating. (U.S. 191-Roy Junction N.).
113	F 76 (7)	9-15-63	20.6 miles plant mix bituminous surfacing. (U.S. 191-N. of W. Yellowstone).
114	FHP 32 1 (1) *	1963	26.9 miles plant mix bituminous surfacing. (U.S. 89-S. of Neihart).
115	U FG 228 (16)	11-30-63	1.5 mile grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, eeal coat oil. 1 concrete underpass - NP RR. (U.S. 10-In Billings).
116	F 238 (8) U 1	6-30-63	8.5 miles grade, drain, surface, plant mix bituminous and seal coat oiling. (Montana 287-N. of Wolf Creek).
	F 238 (8) U 2	6-30-63	One 294 ft. riveted plate girder bridge-Dearborn River. (Montana 287-N. of Wolf Creek).
117	ROW F 28 (3)	8-1-63	5.8 miles fencing. (U.S. 87-S. of Grass Range).
	F 28 (4)	8-15-63	5.8 miles grade, drain, surface, & plant mix bituminous surfacing. (U.S. 87-S. of Grass Range).
118	U 149 (15)	10-31-63	0.4 mile (0.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface. (U.S. 87-ByPass-Great Falls N.)
	U FG 395 (6)	10-31-63	1.5 miles (1.1 mile four-lane divided) grade, drain, surface, plant mix bituminous & concrete pavement. Two concrete underpass - GN RY. & Smelter Avenue. (U.S. 87-ByPass-Great Falls N.).
119	F 235 (25)	10-15-63	7.5 miles grade, drain, surface, plant mix bituminous surface. One 81 ft. prestressed concrete beam bridge-Otter Creek.(U.S.87-W. of Stanford).
	F 235 (31)	10-15-63	4.0 miles plant mix bituminous surfacing. (U.S. 87-W. of Stanford).
120	F 114 (5)	9-1-64	2.4 miles grade, drain, surface, & plant mix bituminous surfacing. (Hysham connection to Interstate).
121	F FG 219 (16) U 2	6-30-63	One 173 ft. prestressed concrete beam overpass-NP.RY. (U.S. 10A-N.W. of Missoula).
	F FG 219 (16) U 1	10-30-63	9.8 miles grade, drain, surface, & plant mix bituminous surfacing. (U.S.10A-N.W. of Missoula).
122	U 112 (3) U229 (15) & U 235 (32)	6-30-63	2.0 miles grade, drain, surface, plant mix bituminous & seal coat oiling. One 30 ft. concrete slab bridge-Big Spring Creek. (Montana 20 - Lewistown Main Street).
123	F 191 (20)U1	9-1-63	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93-N. of Polson).
	F 191 (22)	6-30-63	7.3 miles seeding & mulching. (U.S. 93-N. of Polson).
124	F 260 (7) & F 353 (8)	8-15-63	5.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (U.S.2-W. to E. of W. Glacier).
125	F 13 (6) U 2	7-30-63	4.0 miles seal & cover oiling. (U.S. 89-Livingston S.).
126	FHP 43-1 (1) *	1963	5.8 miles grade, drain, surface & bituminous surface treatment. (U.S.89-N. of Gardiner).
127	F 184 (15)	6-30-63	1.1 miles seeding & mulching. (U.S. 10-N. of Deer Lodge).
128	F 43 (15) U 2	7-30-63	31.4 miles seal & cover oiling. (Montana 43-W. to E. of Ralston).
	F 43 (18)	6-30-63	1.9 miles seeding & mulching. (Montana 43- W.& E. of Ralston).
129	F 217 (12) U2 & F 217 (13)U2	7-30-63	24.0 miles seal & cover oiling. (U.S. 89-S. to N. of Emigrant).
130	F FG 215 (7)	6-30-63	0.3 miles four-lane divided, grade, drain, surface, plant mix bituminous & seal coat oiling. One 972 ft. eteel & concrete bridge - CMSTP&P RR. and Clark Fork. (U.S. 93-In Missoula).
131	F 185 (7)	6-30-63	0.3 miles seeding & mulching. (U.S. 10-W. of Livingston).
	F 185 (6) U 2	9-15-63	0.3 miles seal coating. (U.S. 10-W. of Livingston).
132	F 217 (15)	6-30-63	2.7 miles seeding & mulching. (U.S. 89-N. of Gardiner).
133	F 153 (8)	10-1-63	9.0 miles grade, drain, surface & plant mix bituminous surfacing. (U.S. 2-E. of Dodson).
134	F 176 (7)	7-30-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing. (Montana 20-E. of Simms).
135	F 42 (1) U 3	9-15-63	9.2 miles seal coating. (Montana 43-Wisdom W.).
136	F 214 (3) U 2	9-15-63	1.0 miles seal coating. (U.S.12-In Helena).
137	U 257 (14) U 2	6-30-63	Traffic Signals, signs & highway lighting on Idaho Street. (U.S. 2-In Kalispell).
138	F 210 (3)	10-30-63	6.0 miles plant mix bituminous surfacing. (U.S. 89-N.W. of Browning).
	F 227 (5)	10-30-63	4.0 miles plant mix bituminous surfacing. (U.S. 89-N.W. of Browning).
	F 227 (6)	10-30-63	4.3 miles grade, drain, surface, and plant mix surfacing. (U.S. 89-N.W. of Browning).
139	FHP 13-3 (1) *	1963	4.1 miles grade, drain & base. One 60 ft. reinforced concrete bridge-Bear Cr. One 26 ft. concrete slab bridge-Devil Cr.(U.S.2-SW-E.Glacier).
140	F FG 258 (12)	6-30-63	12.9 miles plant mix bituminous surfacing. (U.S. 310 - S. of Belfry).
141	F 86 (20) U 2	8-30-63	0.8 miles seal coating. (U.S. 312-Milee City S.).
142	315 (16) U 1	9-30-63	11.4 miles grade, drain & surface. (Montana 24-S.E. of Fort Peck).
	F 315 (16) U 2	10-30-63	One 133 ft. prestressed concrete beam bridge-Nelson Creek. (Montana 24-S.E. of Fort Peck).
143	F 156 (10) U 2	8-30-63	2.6 miles seal coating. (U.S. 312-S. of Miles City).
	F 156 (11) U 3	8-30-63	10.6 miles seal coating. (U.S. 312-S. of Miles City).
144	F 84 (30)	9-15-63	10.9 miles seal coating. (U.S. 2-Bainville E.).
145	F 157 (19)	7-15-64	10.9 miles, grade, drain, surface, & plant mix bituminous surface. Widen one 164 ft.-concrete T Beam bridge to 28 ft. roadway S. Fork Sunday Creek. One 122 ft-prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22-N.W. of Miles City).
	FEDERAL AID SECONDARY PROJECTS		
201	S 45 (6)	9-30-63	One 215 ft. prestressed concrete beam bridge-Tongue River. (S.W. of Garland).
202	S 131 (3) U 1	7-30-63	6.5 miles grade, drain, surface & plant mix bituminous surfacing. (E. of Brady).
203	S 236 (8)	6-30-64	1.2 miles, grade, drain,surface. One 562 ft. riveted plate girder bridge. (N. of U.S. 10 & Montana 47).
204	ROW S 412 (2)	10-31-63	3.7 miles fencing. (E. Helena, Southerly).
	S 412 (3)	10-31-63	3.7 miles grade, drain, surface & plant mix bituminous surfacing. (E. Helena, Southerly).
205	S 207 (3)	6-30-63	3.9 miles grade, drain, surface , plant mix bituminous & seal coat oiling. (Wyoming Line N.-S. of Busby).
206	S 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation. (S.W. of Billings).
207	FHP 5-1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing. (S. of Troy).
208	S 264 (3)	6-30-63	5.3 miles grade, drain, & surface. (N.E. of Van Norman).
209	FHP 11-1 (1) & S 391-1 FH *	1963	32.5 miles grading, drainage & base. Raising of three timber bridgee-Lolo Creek. (U.S.12-Lolo to Idaho State Line).
210	S 325 (1) U 1	7-30-63	3.4 miles grade, drain, surface & plant mix bituminous surfacing. (S.W. of Libby).
211	ERFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drain, surface & plant mix bituminous surfacing. (N.W. of W. Yellowstone).
212	S 290 (12)	7-31-63	1.7 miles grade, drain, surface, plant mix bituminous, & seal coat oil. One 708 ft. riveted plate girder bridge-Missouri River. (Fort Benton S.E.).
213	S 266 (4)	8-1-63	10.5 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (N. of Browning).
	ROW S 266 (2)	8-1-63	10.5 miles fencing. (N. of Browning).
214	S 65 (6)	10-1-63	4.9 miles grade & drain. One 245 ft. prestressed concrete beam bridge-Swan River. (S. of Big Fork E.).
215	ROW S 370 (13)	6-30-63	Reset 239 rods of fencing. (W. of Wilsall).
	S 370 (15)	9-30-63	6.7 miles, grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Wilsall).
216	S 159 (4)	9-1-63	7.5 miles (partial grading) drain, surface, & plant mix bituminous surfacing. (Dodson S.).
217	S 304 (8)	9-30-63	7.4 miles (0.8 miles grading) aggregate & plant mix bituminous surfacing. (Galen S.W.).
218	S 316 (7)	9-30-63	0.4 miles grade, drain, aggregate & plant mix bituminous surfacing. Concrete curb & gutter. (In Cut Bank).
219	S 85(00)U1 & S 85 (3) U1	7-31-64	12.0 miles grade, drain, & surface. (Armstead West).
	S 85(00)U2 & S 85 (3) U2	11-31-63	Three prestressed concrete beam bridges. One 92 ft. & 71 ft-Horse Prairie Cr. One 71 ft-Medicine Lodge Crk. (Armstead W.).
220	S 28 (7) & S 28 (8)	9-30-64	8.8 miles grade, drain, & aggregate surfacing. (McLeod S.W.).
221	S 129 (8)	11-15-63	7.0 miles grade, drain, surface, & plant mix bituminous surfacing. (Rapelje S.).
222	S 259 (2)	7-15-63	9.0 miles, grade, drain, surface, plant mix bituminous, seal coat oil. One 38 ft. treated timber trestle bridge-Sand Cr.(N.E.-Forsytb).
223	S 290 (16) & S 307 (12)	7-1-64	4.9 miles, grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges. (N. of Geraldine S.).
224	S 2 (15) U 1	10-30-63	1.8 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (N. of Helena).
225	S 68 (5) U 1	6-30-63	13.0 miles aggregate surfacing, plant mix bituminous & seal coat oiling. (N. of Hilger).
226	S 213 (4)	9-30-63	0.9 miles, grade, drain, surface, & plant mix bituminous & seal coat oiling. (E. of Butte).
227	S 326 (4)	10-15-63	5.1 miles, grade, drain, & surface. One 102 ft. prestressed concrete beam bridge-Otter Cr. (E. of Ashland S.).
228	S 361 (12)	7-15-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Girard W. to E.).
229	S 49 (7) U 2	8-30-63	9.0 miles seal coating. (White Sulphur Springs N.W.).
230	S 12 (9)	6-30-63	4.9 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (Harlem N.).
231	S 6 (4) U 2	9-15-63	7.0 miles seal coating. (N. of Townsend).
232	S 339 (9) U 1	6-30-63	6.5 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (S. of Chester).
233	S 291 (6) U 2	9-15-63	5.4 miles seal coating. (N. of Avon).
234	S 398 (2)	6-30-63	9.6 miles, grade, drain, & surface. (Northwest of Baker).
235	S 9 (9) U 2	7-30-63	8.5 miles seal & cover oiling. (S.E. of Boulder).
236	S 377 (2)	8-15-63	4.0 miles grade, surface, plant mix bituminous & seal coat oiling. (Whitefish N.).
237	S 330 (1) U 2	9-15-63	2.5 miles seal coating. (East Helena S.W.).
238	S 66 (2) U 2	7-30-63	1.2 miles seal & cover oiling. (Emigrant S.E.).
239	S 273 (3) U 2	7-30-63	0.8 miles seal & cover oiling. (N.E. of Emigrant).
240	S 13 (5) U 2	9-15-63	5.3 miles seal coating. (Rudyard N.).
241	S 82 (1) U 2	9-15-63	5.9 miles seal coating. (Choteau N.).
242	S 290 (13) U 2	9-15-63	9.5 miles seal coating. (N. of Geraldine).
243	S 301 (8) U 2	9-15-63	5.0 miles seal coating. (N. of Havre.).
244	S 136 (2) U 2	8-30-63	10.6 miles seal coating. (Belfry South).
245	S 260 (3) U 2	8-30-63	11.4 miles eeal coating. (Lodge Grass S.W.).
246	S 73 (4) U 2	8-30-63	8.4 miles seal coating. (E. of Reserve).
247	S 188 (4)	7-15-63	10.1 miles, grade, drain, & surface. (North of Galata).
248	402 (3)	9-15-63	7.8 miles grade, drain, surface, plant mix bituminous & eeal coat oiling. (N.E. of Culbertson).
249	S 239 (2) U 2	8-30-63	13.4 miles seal coating. (Nashua N.).
250	S 121 (4)	11-15-63	11.6 miles (1.0 grade & drain) aggregate & plant mix bituminous surfacing. (Utica to Hobson).
251	S 322 (7)	11-1-63	6.3 miles, grade, drain, surface & plant mix bituminous surface. (E. of Hardin).
	OFF SYSTEM PROJECTS		
301	FHP 2 A2, B2, 12 A2*	1963	7.2 miles grading & aggregate base. (Two Medicine Road & Approach - N.W. of E. Glacier).
303	R AD 7 (1) *	1963	8.7 miles grading, drainage & aggregate surfacing. (Brooks East).
304	FHP 59-2(1)&FL 59(1),(2)*	1963	8.7 miles, grading, drainage, aggregate & plant mix bituminous surfacing. (Soutb of Red Lodge).

* Bureau of Public Roads Projects.

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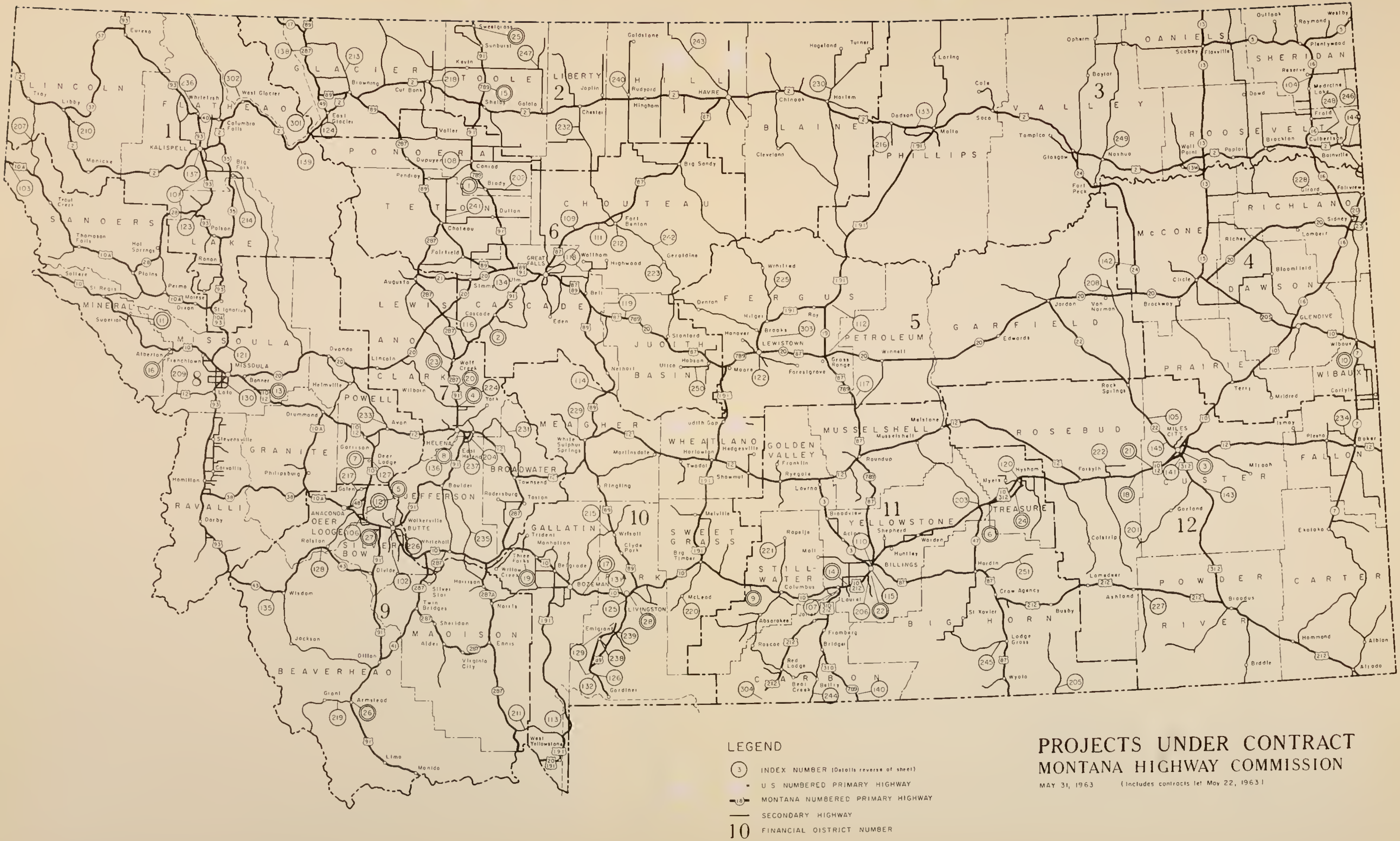
LINCOLN
FLATHEAD
GLACIER
TOOLE
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HILL
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PHILLIPS
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DANIELS
SHERIDAN
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SANDERS
LAKE
PONDERA
TETON
CHOUTEAU
MINERAL
MISSOULA
LEWIS AND CLARK
CASCADE
JUDITH BASIN
FERGUS
PETROLEUM
GARFIELD
McCONE
RICHLAND
DAWSON
PRAIRIE
WIBAUX
POWELL
GRANITE
RAVALLI
DEER LODGE
SILVER BOW
JEFFERSON
BROADWATER
MEAGHER
WHEATLAND
GOLDEN VALLEY
MUSSELSHELL
ROSEBUD
TREASURE
CUSTER
FALLON
YELLOWSTONE
SWEET GRASS
STILLWATER
GALLATIN
PARK
MADISON
BEAVERHEAD
CARBON
BIG HORN
POWDER RIVER
CARTER
KALISPELL
MISSOULA
HELENA
GREAT FALLS
BUTTE
ANACONDA
BOZEMAN
LIVINGSTON
BILLINGS
LEWISTOWN
HAVRE
GLASGOW
MILES CITY
GLENDIVE
SIDNEY
WEST YELLOWSTONE
1
2
3
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7
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9
10
11
12
LEGEND
3 INDEX NUMBER (Details reverse of sheet)
U S NUMBERED PRIMARY HIGHWAY
18 MONTANA NUMBERED PRIMARY HIGHWAY
SECONDARY HIGHWAY
10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT

MONTANA HIGHWAY COMMISSION

MAY 31, 1963 (Includes contracts let May 22, 1963)

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID INTERSTATE PROJECTS		
1	I 15-6 (5) 311 U 1 & I 15-7 (3) 312 U 1	7-1-64	11.6 miles grade, drain, surface and plant mix bituminous surfacing. (U.S. 91 - Brady S. to N.).
	I 15-6 (5) 312 U 2	7-1-64	1.0 mile fencing. (U.S. 91 - Brady S. to N.).
	I 15-7 (3) 312 U 3	7-1-64	10.6 miles fencing. (U.S. 91 - Brady S. to N.).
	I 15-7 (3) 312 U 2	9-30-63	Two prestressed concrete bridges. One 183 ft. Brady Interchange & one 153 ft. County Road Separation. (U.S. 91 - Brady S. to N.).
	I 15-6 (6) 311 & I 15-7 (4) 312	7-1-64	11.6 miles signing & delineation. (U.S. 91 - Brady S. to N.).
2	I 15-5 (13) 239 U 1	6-30-63	9.7 miles grade, drain, surface, plant mix bituminous, seal coat oil. Same construction-Frontage Road. (U.S. 91-S. to N. of Cascade).
	I 15-5 (13) 239 U 3	6-30-63	9.7 miles fencing. (U.S. 91-S. to N. of Cascade).
	I 15-5 (17) 239 U 4	6-30-63	9.7 miles signing & delineation. (U.S. 91-S. to N. of Cascade).
	I 15-5 (13) 239 U 4	8-30-63	9.7 miles seal coating. (U.S. 91-S. to N. of Cascade).
3	I 94-4 (10) 127	6-30-63	20.9 miles signing & delineation. (U.S. 10-W. to E. of Miles City).
	I 94-4 (6) 136 U 3	9-15-63	11.6 miles seal coating. (U.S. 10-W. to E. of Miles City).
4	I 15-4 (6) 186 U 1	10-30-63	8.2 miles four-lane divided, grade, drain, surface, plant mix bituminous & seal coat oil. Frontage roads. (U.S. 91-Helena N.). Weigh Station.
	I 15-4 (6) 186 U 4	10-30-63	8.2 miles fencing & cattle guards. (U.S. 91-Helena N.).
	I 15-4 (15) 186	11-30-63	8.2 miles signing. (U.S. 91-Helena N.).
5	I 15-2 (14) 127 U 1	9-30-63	2.7 miles four-lane divided, grade, drain, surface, concrete paving, plant mix bituminous, seal coat oil. (U.S. 91-In Butte).
	I 15-2 (14) 127 U 2	9-30-63	2.7 miles fencing. (U.S. 91-In Butte).
	I-IG 15-2 (17) 130 U 1	9-30-63	1.5 miles grade, four-lane divided, drain, surface, plant mix bituminous, seal coat oiling. (U.S. 91 - Butte E.).
	I-IG 15-2 (17) 130 U 2	6-30-63	Three steel girder bridges, one 266 ft. upper Nine Mile Separation. Dual 193 ft. E. Butte Interchange. (U.S. 91-Butte E.).
	I-IG 15-2 (17) 130 U 3	11-30-63	1.5 miles fencing. (U.S. 91-Butte E.).
	I-IG 15-2 (16) 126 U 1 & I 115-2 (2) 126 U 1	9-30-64	2.6 miles grading, drain, surface, concrete paving, plant mix bituminous & seal coat oiling. (U.S. 91 - Butte W.).
	I-IG 15-2 (16) 126 U 2 & I 115-2 (2) 126 U 2	9-30-64	Five Structures. Two prestressed concrete beam overpasses. One 301 & 321 ft. BA&PRY. & CMSTP&PRR. Three steel & concrete overpasses. One 442 & 489 ft. NP RY & Clark Fork. One 244 ft. W. Butte Interchange. (U.S. 91-Butte W.).
	I-IG 15-2 (16) 126 U 3	7-30-64	2.2 miles fencing. (U.S. 91-Butte W.).
	I 115-2 (2) 126 U 3	9-30-64	0.4 mile fencing. (U.S. 91-Butte W.).
	I-IG 15-2 (16) 126 U 4	9-30-63	Dual 463 ft. steel & concrete overpasses-NP RY & CMSTP&P RR. (U.S. 91-Butte W.).
6	I 94-1 (5) 51	7-31-63	One 580 ft. riveted plate girder bridge-Big Horn River. (U.S. 10-W. of Hysham).
	I 94-1 (6) 50 U 1 & I 94-2 (4) 51 U 1	9-1-63	5.5 miles grade, drain, surface, & plant mix bituminous surfacing. (U.S. 10-W. of Hysham).
	I 94-2 (4) 51 U 2	6-30-63	One 178 ft. prestressed concrete beam bridge-Underpass-Big Horn Interchange. (U.S. 10-W. of Hysham).
	I 94-1 (6) 50 U 2	9-1-63	1.3 miles fencing. (U.S. 10-W. of Hysham).
	I 94-2 (4) 51 U 3	9-1-63	4.2 miles fencing. (U.S. 10-W. of Hysham).
	I 94-2 (5) 55 U 1	9-1-63	6.4 miles (4.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing. (U.S. 10-S.W. of Hysham).
	I 94-2 (5) 55 U 2	9-1-63	6.4 miles fencing. (U.S. 10-S.W. of Hysham).
7	I 90-3 (11) 180	6-30-63	8.6 miles seeding & mulching. (U.S. 10-N. & S. of Deer Lodge).
8	I-IG-ING 15-4 (4) 182 U 5 & I 15-4 (5) 185 U 3	9-30-63	4.0 miles seal coating. (U.S. 91-Helena S.).
9	I 90-7 (8) 387 U 1 & I-IG 90-8 (12) 388 U 1	10-30-63	5.9 miles grade, drain, surface, plant mix bituminous & seal coat oiling. Frontage Roads. (U.S. 10-W. of Columbus).
	I-IG 90-8 (12) 388 U 2	9-30-63	4.6 miles grade, drain, surface, plant mix bituminous, seal coat oil. Frontage Roads. (U.S. 10-W. of Columbus).
	I 90-7 (8) 387 U 2 & I-IG 90-8 (12) 388 U 3	6-30-63	Four prestressed concrete beam structures. One 102 ft. frontage road separation. Dual 133 ft.-Reed Point Interchange. One 101 ft. - Berry Creek. Two 17 ft. & one 21 ft. concrete slab junior grade separations. (U.S. 10-W. of Columbus).
	I 90-7 (8) 387 U 3	9-1-63	5.9 miles fencing. (U.S. 10-W. of Columbus).
	I-IG 90-8 (12) 388 U 4	9-1-63	4.6 miles fencing. (U.S. 10-W. of Columbus).
	I 90-7(11) 387 & I 90-8 (18) 388	11-29-63	10.5 miles signing & delineation. (U.S. 10-W. of Columbus).
10	I 94-7 (4) 233 U 1	7-30-63	7.2 miles grade, drain, surface, plant mix bituminous, seal coat oil, fencing & weigh station. (U.S. 10-Dawson, Wibaux Co. Line-Wibaux).
	I 94-7 (5) 233	6-30-63	15.2 miles signing & delineation. (U.S. 10-Dawson, Wibaux County Line to North Dakota State Line).
	I 94-7 (4) 233 U 3	8-30-63	15.3 miles seal coating. (U.S. 10-Dawson, Wibaux County Line to North Dakota State Line).
11	I 90-1 (16) 43	6-30-63	6.7 miles seeding & mulching. (U.S. 10-E. & S. of Superior).
12	I-IG 90-4 (7) 205 U 1	9-1-64	4.5 miles four-lane divided, grade, drain, cement stabilized base, surfacing, & plant mix bituminous surfacing. Frontage roads, rest areas, signing & delineation. (U.S. 10-S. of Deer Lodge).
	I-IG 90-4 (7) 205 U 2	6-30-64	Three prestressed concrete beam structures. One 206 ft.-Anaconda Interchange. Dual 211 ft. overpasses-CMSTP&P RR. (U.S. 10-S. of Deer Lodge).
	I-IG 90-4 (7) 205 U 3	11-30-63	4.5 miles fencing. (U.S. 10-S. of Deer Lodge).
13	I-IG 90-2 (10) 110 U 1	7-1-64	4.3 miles four-lane divided, grade, drain, surface, & plant mix bituminous surfacing. (U.S. 10-W. of Bonner E.).
	I 90-2 (11) 114 U 1	9-1-64	4.9 miles four-lane divided, grade, drain, surface, plant mix bituminous surfacing. Frontage roads. (U.S. 10-S.E. of Bonner).
	I 90-2 (11) 114 U 2	7-1-64	4.9 miles fencing. (U.S. 10-S.E. of Bonner).
	I-IG 90-2 (10) 110 U 2	9-15-63	4.3 miles fencing. (U.S. 10-W. of Bonner E.).
	I-IG 90-2 (10) 110 U 3	7-31-64	Eight structures. Dual 343 ft. Steel Plate Girder-Blackfoot River. Six prestressed concrete beams, dual 153 ft.-CMSTP&P RR. Dual 118 ft. frontage road separation. Dual 118 ft.-Turah Interchange. (U.S. 10-W. of Bonner E.).
	I-IG 90-2 (10) 110 U 4	5-31-64	Dual 327 & 357 ft. steel girder overpass-NP. RY. (U.S. 10-W. of Bonner E.).
	I-IG 90-2 (12) 118 U 1	6-30-63	Dual 350 ft. steel girder overpasses-NP.RY. (U.S. 10-S.E. of Bonner).
	I-IG 90-2 (12) 118 U 2	6-30-63	One 285 ft. prestressed concrete beam bridge-Clark Fork. On Frontage Road. (U.S. 10-S.E. of Bonner).
14	I-IG 90-8 (17) 433 U 1	9-30-64	5.3 miles four-lane divided, grade, drain, surface, plant mix bituminous surface. Weigh station. (U.S. 10-Laurel E.).
	I-IG 90-8 (17) 433 U 2	6-30-64	Eight structures, two 364 ft. steel overpasses (U.S. 212-Laurel Interchange) six prestressed concrete beam structures, one 245 ft. County road separation, two 118 ft.-Mossmain Interchange & three 40 ft.-B.B.W.A. Canal. (U.S. 10-Laurel E.).
	I-IG 90-8 (17) 433 U 3	9-30-64	5.3 miles fencing. (U.S. 10-Laurel E.).
15	I 15-8 (14) 357 U 1	11-1-64	12.0 miles, grade, drain, surface, plant mix bituminous surface, rest area & signing. (U.S. 91-N. of Shelby).
	I 15-8 (14) 357 U 2	11-30-63	Two prestressed concrete beam structures, one 168 ft.-Co.Rd.Interchange. One 118 ft.-Oilmont Interchange. (U.S. 91-N. of Shelby).
	I 15-8 (14) 357 U 3	11-1-63	12.0 miles fencing. (U.S. 91-N. of Shelby).
16	I 90-1 (27) 75 U 1	11-1-63	2.8 miles (1.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface. Frontage roads. (U.S. 10-Alberton W.).
	I 90-2 (16) 81	[illegible]-30-64	One 279 ft. welded steel plate girder bridge-Clark Fork. Dual 123 ft. prestressed concrete beam bridges-Nine Mile Interchange. (U.S. 10-E. of Alberton).
	I-IG 90-2 (18) 82	11-30-64	One 981 ft. welded steel plate girder bridge-Clark Fork & CMSTP&P RR. (U.S. 10-E. of Alberton).
	I 90-1 (17) 75 U 2	8-31-63	One 200 ft. prestressed concrete beam underpass-Alberton Interchange. (U.S. 10-Alberton W.).
	I 90-1 (17) 75 U 3	11-1-63	2.8 miles fencing. (U.S. 10-Alberton W.).
	I 90-2 (13) 78 U 1	11-1-63	2.2 miles grade, drain, surface, plant mix bituminous surface. One 17 ft. concrete slab junior grade separation. (U.S. 10-Alberton E.).
	I 90-2 (13) 78 U 2	8-31-63	One 123 ft. prestressed concrete beam bridge-grade separation. (U.S. 10-Alberton E.).
	I 90-2 (13) 78 U 3	11-1-63	2.2 miles fencing. (U.S. 10-Alberton E.).
	I-IG 90-2 (21) 80 U 1	11-15-64	4.3 miles (2.6 miles-four lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U.S. 10-E. of Alberton).
	I-IG 90-2 (21) 80 U 2	11-15-64	4.3 miles fencing. (U.S. 10-E. of Alberton).
17	I-IG 90-6 (2) 309 U 1	7-1-63	5.3 miles four-lane divided, grade, drain, surface, plant mix bituminous, seal coat oil. Four prestressed concrete beam structures. Dual 113 ft. overpasses-Bear Creek Interchange. Dual 128 ft. overpasses-Trail Creek Interchange. Dual 335 ft. steel & concrete overpasses - NP. RY. (U.S. 10-E. of Bozeman).
	I-IG 90-6 (2) 309 U 2	6-30-63	5.3 miles fencing. (U.S. 10-E. of Bozeman).
	I 90-6 (2) 309 U 3	10-31-63	5.5 miles signing & delineation. (U.S. 10-E. of Bozeman).
18	I 94-3 (7) 114 U 4	6-30-63	4.9 miles signing & delineation. (U.S. 10-E. of Forsyth).
	I 94-3 (3) 114 U 4	9-15-63	4.9 miles seal coating. (U.S. 10-E. of Forsyth).
19	I-IG 90-6 (5) 276 U 1	11-1-63	5.5 miles four-lane divided, grade, drain, & one 235 ft. prestressed concrete beam underpass-Three Forks Interchange. Plant Mix bituminous surface on relocation of U.S. 10-Frontage roads. (U.S. 10-E. of Three Forks).
	I-IG 90-6 (5) 276 U 2	11-1-63	5.5 miles fencing. (U.S. 10-E. of Three Forks).
	I 90-6 (7) 278	9-30-63	Four prestressed concrete beam bridges, dual 128 ft.-Lower Madison Road Separation, dual 143 ft.-Logan Interchange. (U.S. 10-E. of Three Forks).
	I 90-6 (8) 277	8-31-63	Four prestressed concrete beam bridges, dual 143 ft.-Middle Fork Madison River, dual 192 ft.-East Fork Madison River. (U.S. 10-E. of Three Forks).
	I-IG 90-6 (9) 276	6-30-64	Dual 735 & 624 ft. prestressed concrete beam structures-CMSTP&PRR, NP RY, and Madison River. (U.S. 10-E. of Three Forks).
	I-IG 90-6 (10) 282 U 1	7-31-64	5.0 mile four-lane divided, grade & drain. Three prestressed concrete beam structures. Dual 158 ft.-CMSTP&P RR. One 235 ft.-Manhattan Interchange. (U.S. 10-E. of Three Forks).
	I-IG 90-6 (10) 282 U 2	7-31-64	5.0 miles fencing. (U.S. 10-E. of Three Forks).
20	I 15-4 (9) 194 U 1	9-15-63	12.7 miles (7.7 miles four-lane divided) grade, drain, surface, plant mix bituminous, seal coat oil. Dual 118 ft. prestressed concrete beam overpasses-Gates of the Mountains Interchange. (U.S. 91-N. of Helena).
	I 15-4 (9) 194 U 2	6-30-63	12.7 miles fencing & cattle guards. (U.S. 91-N. of Helena).
	I 15-4 (12) 207 U 1	7-1-63	3.4 miles (2.3 miles four-lane divided) grade, drain, surface, plant mix bituminous, seal coat oil. (U.S. 91-N. of Helena).
	I 15-4 (16) 194	11-30-63	12.7 miles signing. (U.S. 91-Helena N.).
	I 15-4 (17) 204	11-30-63	3.4 miles signing. (U.S. 91-Helena N.).
21	I 94-4 (12) 119 U 3	6-30-63	8.6 miles signing & delineation. (U.S. 10-W. of Miles City).
	I 94-4 (9) 118 U 3 & I 94-4 (8) 120 U 4	9-15-63	8.6 miles seal coating. (U.S. 10-W. of Miles City).
22	I 90-8 (11) 444	11-30-63	Dual prestressed concrete beam bridges, 185 & 290 ft. - West Billings Interchange. (U.S. 10-S.W. of Billings).
23	I 15-4 (18) 210 U 1 & I 15-4 (21) 210	11-30-64	2.1 miles four-lane divided, grading, drain, surfacing, plant mix bituminous surfacing & signing. (U.S. 91-S. of Wolf Creek).
	I 15-4 (18) 210 U 2	11-30-64	2.1 miles fencing. (U.S. 91-S. of Wolf Creek).
	I-IG 15-4 (19) 211	7-31-64	Four prestressed concrete beam structures, dual 534 ft.-Spring Creek Interchange, GN.RY. & Prickly Pear Creek, dual 135 ft. - Lyons Creek Separation. (U.S. 91-S. of Wolf Creek).
24	I 94-2 (6) 61 U 1	9-1-64	5.6 miles, grade, drain, surface and plant mix bituminous surfacing. One 143 ft. prestressed concrete beam overpass - Hysham Interchange. (U.S. 10-S.W. of Hysham).
	I 94-2 (6) 61 U 2	9-1-64	5.6 miles fencing. (U.S. 10-S.W. of Hysham).
25	I 15-8 (11) 383 U 2	9-15-63	4.5 miles fencing. (U.S. 91-Sweetgrass South).
	I 15-8 (11) 383 U 1	11-15-64	4.5 miles (1.2 miles four lane divided) grade, drain, surface, plant mix bituminous surfacing & signing. One 256 ft. prestressed concrete beam bridge-Sweetgrass Interchange. (U.S. 91-Sweetgrass South).
26	I 15-1 (16) 37	6-30-63	7.8 miles seeding & mulching. (U.S. 91-Armstead South).
	I 15-1 (11) 37 U 4	9-30-63	7.8 miles seal coating. (U.S. 91-Armstead South).
	I 15-1 (17) 46 U 1	9-30-64	5.3 miles grade, drain, surface, plant mix bituminous surface. One 17 ft. concrete slab junior grade separation & signing. (U.S. 91-Armstead North).
	I 15-1 (17) 46 U 2	7-31-64	One 401 ft.-welded plate girder & one 163 ft.-prestressed concrete beam bridge-Beaverhead River. (U.S. 91-Armstead North).
	I 15-1 (17) 46 U 3	9-30-64	5.3 miles fencing. (U.S. 91-Armstead N.).
27	I-IG 15-2 (15) 118	6-30-63	4.3 miles seeding & mulching. (U.S. 91-W. of Butte).
28	I-IG 90-7 (12) 327	6-30-63	11.8 miles seeding & mulching. (U.S. 10-Livingston W. to E.).
	I-IG 90-7 (9) 327 U 5	9-30-63	11.8 miles seal coating. (U.S. 10-Livingston W. to E.).
	FEDERAL AID PRIMARY PROJECTS		
101	F 191 (19) U 1	9-1-63	5.6 miles grading, drainage, surfacing, plant mix bituminous & seal coat oiling. (U.S. 93-South of Kalispell).
102	F 207 (8)	9-30-63	0.2 mile grading, drainage, surfacing, plant mix bituminous & seal coat oiling. (U.S. 10-In Butte).
	U-F 242 (16)	10-31-63	0.8 miles grade, drain, surface & plant mix bituminous surfacing. (U.S. 91-In Butte).
	F 279 (4)	9-30-63	0.5 mile grade, drain, surface, plant mix bituminous & seal coat oiling. (U.S. 10-ByPass-In Butte).
103	FHP 6-1 (1) *	1963	6.5 miles grade, drain, base & bituminous surface treatment. (U.S. 10A-Idaho Line East).
104	F 193 (12)	9-30-63	11.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Montana 16-Medicine Lake North).
105	157 (16) U 1	6-30-63	5.0 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (Montana 22-N.W. of Miles City).
106	-FG 68 (12) U 1	9-1-64	2.7 miles (four lane divided) grade, drain, surface, plant mix bituminous surface. Sign & delineation. (U.S. 10A-E. of Anaconda).
	F-FG 68 (12) U 2	10-31-63	Four prestressed concrete beam bridges, dual 70 ft-Clark Fork and dual 148 ft.-NP RY., (U.S. 10A-East of Anaconda).
	ROW F-FG 68 (8)	10-1-63	2.7 miles fencing. (U.S. 10A-East of Anaconda).
107	F 134 (6)	7-30-64	0.7 mile grade, drain, surface, & plant mix bituminous surfacing. (U.S. 212 - Laurel S.).
108	F 67 (9)	10-1-63	1.6 miles grade, drain, surface, stabilized base surface, plant mix bituminous, seal coat oil. (U.S. 91-Main Street in Conrad).
109	F 149 (16)	9-15-63	9.7 miles grade, drain, surface & plant mix bituminous oiling. (U.S. 87-N.E. of Great Falls).
110	U F 296 (15) U 1	10-1-63	4.2 miles (0.8 miles four-lane) grade, drain, surface, & plant mix bituminous surfacing. (Montana 3-Billings N.W.).
111	F 149 (19) & 252 (15)	9-15-64	9.8 miles grade, drain, surface & plant mix bituminous surface. (U.S. 87-S.W. of Fort Benton).
112	F 26 (7)	6-30-63	1.6 miles seeding & mulching. (U.S. 87-Grass Range N.).
	F 103 (11)	6-30-63	7.6 miles seeding & mulching. (U.S. 191-Roy East).
	F 333 (30)	6-30-63	21.5 miles seeding & mulching. (Montana 19-Grass Range Junction N.).
	F 333 (32)	6-30-63	3.9 miles seeding & mulching. (U.S. 191-Roy Junction N.).
	F 26 (6) U 2	8-30-63	1.6 miles seal coating. (U.S. 87-Grass Range N.).
	F 103 (10) U 2	8-30-63	7.6 miles seal coating. (U.S. 191-Roy E.).
	F 333 (27) U 3	8-30-63	9.7 miles seal coating. (Montana 19-Grass Range Junction N.).
	F 333 (28) U 2	8-30-63	3.9 miles seal coating. (U.S. 191-Roy Junction N.).
113	F 76 (7)	9-15-63	20.6 miles plant mix bituminous surfacing. (U.S. 191-N. of W. Yellowstone).
114	FHP 32 1 (1) *	1963	26.4 miles plant mix bituminous surfacing. (U.S. 89-S. of Neihart).
115	U FG 228 (16)	11-30-63	1.5 mile grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. 1 concrete underpass - NP RR. (U.S. 10-In Billings).
116	F 238 (8) U 1	6-30-63	8.5 miles grade, drain, surface, plant mix bituminous and seal coat oiling. (Montana 287-N. of Wolf Creek).
	F 238 (8) U 2	6-30-63	One 294 ft. riveted plate girder bridge-Dearborn River. (Montana 287-N. of Wolf Creek).
117	ROW F 28 (3)	8-1-63	5.8 miles fencing. (U.S. 87-S. of Grass Range).
	F 28 (4)	8-15-63	5.8 miles grade, drain, surface, & plant mix bituminous surfacing. (U.S. 87-S. of Grass Range).
118	U 149 (15)	10-31-63	0.4 mile (0.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface. (U.S. 87-ByPass-Great Falls N.)
	U FG 395 (6)	10-31-63	1.5 miles (1.1 mile four-lane divided) grade, drain, surface, plant mix bituminous & concrete pavement. Two concrete underpass - GN RY. & Smelter Avenue. (U.S. 87-ByPass-Great Falls N.).
119	F 235 (25)	10-15-63	7.5 miles grade, drain, surface, plant mix bituminous surface. One 81 ft. prestressed concrete beam bridge-Otter Creek.(U.S.87-W. of Stanford).
	F 235 (31)	10-15-63	4.0 miles plant mix bituminous surfacing. (U.S. 87-W. of Stanford).
120	F 114 (5)	9-1-64	2.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Hysham connection to Interstate).
121	F FG 219 (16) U 2	6-30-63	One 173 ft. prestressed concrete beam overpass-NP.RY. (U.S. 10A-N.W. of Missoula).
	F FG 219 (16) U 1	10-30-63	9.8 miles grade, drain, surface, & plant mix bituminous surfacing. (U.S.10A-N.W. of Missoula).
122	U 112 (3) U229 (15) & U 235 (32)	6-30-63	2.0 miles grade, drain, surface, plant mix bituminous & seal coat oiling. One 30 ft. concrete slab bridge-Big Spring Creek. (Montana 20 - Lewistown Main Street).
123	F 191 (20)U1	9-1-63	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93-N. of Polson).
	F 191 (22)	6-30-63	7.3 miles seeding & mulching. (U.S. 93-N. of Polson).
124	F 260 (7) & F 333 (8)	8-15-63	5.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (U.S.2-W. to E. of W. Glacier).
125	F 13 (6) U 2	7-30-63	4.0 miles seal & cover oiling. (U.S. 89-Livingston S.).
126	FHP 43-1 (1) *	1963	5.8 miles grade, drain, surface & bituminous surface treatment. (U.S.89-N. of Gardiner).
127	F 184 (15)	6-30-63	1.1 miles seeding & mulching. (U.S. 10-N. of Deer Lodge).
128	F 43 (15) U 2	7-30-63	31.4 miles seal & cover oiling. (Montana 43-W. to E. of Ralston).
	F 43 (18)	6-30-63	1.9 miles seeding & mulching. (Montana 43- W.& E. of Ralston).
129	F 217 (12) U2 & F 217 (13)U2	7-30-63	24.0 miles seal & cover oiling. (U.S. 89-S. to N. of Emigrant).
130	F FG 215 (17)	6-30-63	0.3 miles four-lane divided, grade, drain, surface, plant mix bituminous & seal coat oiling. One 972 ft. steel & concrete bridge - CMSTP&P RR. and Clark Fork. (U.S. 93-In Missoula).
131	F 185 (7)	6-30-63	0.3 miles seeding & mulching. (U.S. 10-W. of Livingston).
	F 185 (6) U 2	9-15-63	0.3 miles seal coating. (U.S. 10-W. of Livingston).
132	F 217 (15)	6-30-63	2.7 miles seeding & mulching. (U.S. 89-N. of Gardiner).
133	F 153 (8)	10-1-63	9.0 miles grade, drain, surface & plant mix bituminous surfacing. (U.S. 2-E. of Dodson).
134	F 176 (7)	7-30-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing. (Montana 20-S. of Sims).
135	F 42 (1) U 3	9-15-63	9.2 miles seal coating. (Montana 43-Wisdom W.).
136	F 214 (13) U 2	9-15-63	1.0 miles seal coating. (U.S.12-In Helena).
137	U 257 (14) U 2	6-30-63	Traffic Signals, signs & highway lighting on Idaho Street. (U.S. 2-In Kalispell).
138	F 210 (3)	10-30-63	6.0 miles plant mix bituminous surfacing. (U.S. 89-N.W. of Browning).
	F 227 (5)	10-30-63	4.0 miles plant mix bituminous surfacing. (U.S. 89-N.W. of Browning).
	F 227 (6)	10-30-63	4.3 miles grade, drain, surface, and plant mix surfacing. (U.S. 89-N.W. of Browning).
139	FHP 13-3 (1) *	1963	4.1 miles grade, drain & base. One 60 ft. reinforced concrete bridge-Bear Cr. One 26 ft. concrete slab bridge-Devil Cr.(U.S.2-S.-E.Glacier).
140	F FG 258 (12)	6-30-63	12.9 miles plant mix bituminous surfacing. (U.S. 310 - S. of Belfry).
141	F 86 (20) U 2	8-30-63	0.8 miles seal coating. (U.S. 312-Miles City S.).
142	315 (16) U 1	9-30-63	11.4 miles grade, drain & surface. (Montana 24-S.E. of Fort Peck).
	F 315 (16) U 2	10-30-63	One 133 ft. prestressed concrete beam bridge-Nelson Creek. (Montana 24-S.E. of Fort Peck).
143	F 156 (10) U 2	8-30-63	4.6 miles seal coating. (U.S. 312-S. of Miles City).
	F 156 (11) U 3	8-30-63	10.6 miles seal coating. (U.S. 312-S. of Miles City).
144	F 84 (30)	9-15-63	10.9 miles seal coating. (U.S. 2-Bainville E.).
145	F 157 (19)	7-15-64	10.9 miles, grade, drain, surface, & plant mix bituminous surface. Widen one 164 ft.-concrete T Beam bridge to 28 ft. roadway S. Fork Sunday Creek. One 122 ft-prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22-N.W. of Miles City).
	FEDERAL AID SECONDARY PROJECTS		
201	S 65 (6)	9-30-63	One 215 ft. prestressed concrete beam bridge-Tongue River. (S.W. of Garland).
202	S 131 (3) U 1	7-30-63	6.5 miles grade, drain, surface & plant mix bituminous surfacing. (E. of Brady).
203	S 236 (8)	6-30-64	1.2 miles, grade, drain, surface. One 562 ft. riveted plate girder bridge. (N of U.S. 10 & Montana 47).
204	ROW S 414 (2)	10-31-63	3.7 miles fencing. (E. Helena, Southerly).
	S 412 (3)	10-31-63	3.7 miles grade, drain, surface & plant mix bituminous surfacing. (E. Helena, Southerly).
205	S 207 (3)	6-30-63	3.9 miles grade, drain, surface , plant mix bituminous & seal coat oiling. (Wyoming Line N.-S. of Busby).
206	S 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation. (S.W. of Billings).
207	FHP 5-1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing. (S. of Troy).
208	S 264 (3)	6-30-63	5.3 miles grade, drain, & surface. (N.E. of Van Norman).
209	FHP 11-1 (1) & S 391-1 FH *	1963	32.5 miles grading, drainage & base. Raising of three timber bridges-Lolo Creek. (U.S.12-Lolo to Idaho State Line).
210	S 325 (3) U 1	7-30-63	3.4 miles grade, drain, surface & plant mix bituminous surfacing. (S.W. of Libby).
211	ERFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drain, surface & plant mix bituminous surfacing. (N.W. of W. Yellowstone).
212	S 240 (12)	7-31-63	1.7 miles grade, drain, surface, plant mix bituminous, & seal coat oil. One 708 ft. riveted plate girder bridge-Missouri River. (Fort Benton S.E.).
213	S 266 (4)	8-1-63	10.5 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (N. of Browning).
	ROW - 266 (2)	8-1-63	10.5 miles fencing. (N. of Browning).
214	S 65 (6)	10-1-63	4.9 miles grade & drain. One 245 ft. prestressed concrete beam bridge-Swan River. (S. of Big Fork E.).
215	ROW S 370 (13)	6-30-63	Reset 239 rods of fencing. (W. of Wilsall).
	S 370 (15)	9-30-63	6.7 miles, grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Wilsall).
216	S 159 (4)	9-1-63	7.5 miles (partial grading) drain, surface, & plant mix bituminous surfacing. (Dodson S.).
217	S 304 (8)	9-30-63	7.4 miles (0.8 miles grading) aggregate & plant mix bituminous surfacing. (Galen S.W.).
218	S 316 (7)	9-30-63	0.4 miles grade, drain, aggregate & plant mix bituminous surfacing. Concrete curb & gutter. (In Cut Bank).
219	S 85(00)U1 & S 85 (3) U1	7-31-64	12.0 miles grade, drain, & surface. (Armstead West).
	S 85(00)U2 & S 85 (3) U2	11-31-6[illegible]	Three prestressed concrete beam bridges. One 92 ft. & 71 ft-Horse Prairie Cr. One 71 ft-Medicine Lodge Cr. (Armstead W.).
220	S 28 (7) & S 28 (8)	9-30-64	8.8 miles grade, drain, & aggregate surfacing. (McLeod S.W.).
221	S 129 (8)	11-15-63	7.0 miles grade, drain, surface, & plant mix bituminous surfacing. (Rapelje S.).
222	S 259 (2)	7-15-63	9.0 miles, grade, drain, surface, plant mix bituminous, seal coat oil. One 38 ft. treated timber trestle bridge-Sand Cr.(N.E.-Forsyth).
223	S 290 (16) & S 307 (12)	7-1-64	4.9 miles, grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges. (N. of Geraldine S.).
224	S 2 (15) U 1	10-30-63	1.8 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (N. of Helena).
225	S 68 (5) U 1	6-30-63	13.0 miles aggregate surfacing, plant mix bituminous & seal coat oiling. (N. of Hilger).
226	S 213 (4)	9-30-63	0.9 miles, grade, drain, surface, & plant mix bituminous & seal coat oiling. (E. of Butte).
227	S 326 (4)	10-15-63	5.1 miles, grade, drain, & surface. One 102 ft. prestressed concrete beam bridge-Otter Cr. (E. of Ashland S.).
228	S 361 (12)	7-15-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Girard W. to E.).
229	S 47 (7) U 2	8-30-63	9.0 miles seal coating. (White Sulphur Springs N.W.).
230	S 12 (9)	6-30-63	4.9 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (Marion N.).
231	S 6 (4) U 2	9-15-63	7.0 miles seal coating. (N. of Townsend).
232	S 339 (9) U 1	6-30-63	6.5 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (S. of Chester).
233	S 241 (6) U 2	9-15-63	5.4 miles seal coating. (N. of Avon).
234	S 348 (2)	6-30-63	7.6 miles, grade, drain, & surface. (Northwest of Baker).
235	S 9 (9) U 2	7-30-63	8.5 miles seal & cover oiling. (S.E. of Boulder).
236	S 377 (4)	8-15-63	4.0 miles grade, surface, plant mix bituminous & seal coat oiling. (Whitefish N.).
237	S 330 (1) U 2	9-15-63	2.5 miles seal coating. (East Helena S.W.).
238	S 66 (2) U 2	7-30-63	1.[illegible] miles seal & cover oiling. (Emigrant S.E.).
239	S 273 (3) U 2	7-30-63	0.8 miles seal & cover oiling. (N.E. of Emigrant).
240	S 13 (5) U 2	9-15-63	5.3 miles seal coating. (Rudyard N.).
241	S 82 (1) U 2	9-15-63	5.9 miles seal coating. (Choteau N.).
242	S 290 (13) U 2	9-15-63	9.5 miles seal coating. (N. of Geraldine).
243	S 301 (8) U 2	9-15-63	5.0 miles seal coating. (N. of Havre.).
244	S 136 (2) U 2	8-30-63	10.6 miles seal coating. (Belfry South).
245	S 265 (3) U 2	8-30-63	11.4 miles seal coating. (Lodge Grass S.W.).
246	S 73 (4) U 2	8-30-63	8.4 miles seal coating. (E. of Reserve).
247	S 188 (4)	7-15-63	10.1 miles, grade, drain, & surface. (North of Galata).
248	402 (3)	9-15-63	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N.E. of Culbertson).
249	S 239 (2) U 2	8-30-63	13.4 miles seal coating. (Nashua N.).
250	S 121 (4)	11-15-63	11.6 miles (1.0 grade & drain) aggregate & plant mix bituminous surfacing. (Utica to Hobson).
251	S 322 (7)	11-1-63	6.3 miles, grade, drain, surface & plant mix bituminous surface. (E. of Hardin).
	OFF SYSTEM PROJECTS		
301	FHP 2 A2, B2, 12 A2*	1963	7.2 miles grading & aggregate base. (Two Medicine Road & Approach - N.W. of E. Glacier).
303	N AD 7 (1) *	1963	8.7 miles grading, drainage & aggregate surfacing. (Brooks East).
304	FHP 59-2(1)&FL 59(1),(2)*	1963	8.7 miles, grading, drainage, aggregate & plant mix bituminous surfacing. (South of Red Lodge).

* Bureau of Public Roads Projects.

FEDERAL HIGHWAY ADMINISTRATOR

Continued from Page 1

viously jammed streets to those who live in the area and drive to the town to make their purchases, he added. There is less traffic congestion, more parking space available and greater driving safety.

Whitton pointed out whenever a town is bypassed, a suitable access highway to the Interstate System is provided. Because service business is barred by Congress from the Interstate, motorists seeking food, gas, lodgings or other accommodations leave the superhighway at interchanges and often drive into a town that has been bypassed.

As more motorists use the Interstate—and the number is climbing steadily—there will be more potential customers seeking the services available to them in the bypassed town.

Before an Interstate route is selected, the Administrator said, one of the many factors taken into consideration is its economic effects on local areas. At the same time, the system, as mandated by Congress, is intended to serve the needs of the nation and its regions, as well as those of local areas.

"Where real or seeming conflicts of interest occur," he went on, "they must be weighed in the balance, with the objective of attaining the greatest overall economic benefit to the nation as a whole."

The bypass, Whitton said, is an extension of the access control principle which is basic to the 41,000-mile system scheduled for completion in 1972. Only by limiting access to interchanges built at reasonably spaced intervals can the high-speed, safe-driving character of the highway be maintained.

"To permit random and frequent access at the desire of every individual or business would have two serious effects," Whitton declared. "First, the turbulence created in the main traffic stream would greatly reduce the efficiency and capacity of the Interstate freeway, and second, the movement of occasional vehicles suddenly into the high-speed traffic would be hazardous."

The Administrator said that when completed, the Interstate will save the lives of 5,000 persons who otherwise would die on conventional highways, but, he added, "this is predicated on control of access."

THE SEEDING OF NEWLY CONSTRUCTED HIGHWAYS

Chapter 222, Session Laws of 1961, provides as follows, insofar as the Montana Highway Department is concerned.

> "Section 1. Whenever a highway, state or federal, is constructed in any part of Montana, it shall be the duty of the State Highway Commission to see that borrow pits, slopes and road shoulders be seeded to an adaptable perennial grass or combination of perennial grasses and/or legumes wherever it seems suitable for establishment of perennial grass covers, using seed meeting certified standards. Time and method of seeding, fertilizing practices and grass species shall be recommended and specified jointly by the Montana extension service, soil conservation service, and experiment station. Every effort will be made to establish a sod cover on the newly cut-over areas."

The language of the act appears to be clear and specific—the Commission *shall see that* all areas bared during highway construction shall be seeded with perennial grasses insofar as is feasible. It is quite clear that such work need not necessarily be performed by contract between the Commission and a second party, but that the seeding, and any other necessary work co-incidental thereto, must be performed by some secondary party and not necessarily by the usual type of highway construction contract.

The Department has, during 1961, 1962 and 1963, let to contract the seeding of several interstate highway projects and primary highway projects. Some moves were made toward seeding secondary highway projects and numerous objections were received from County Commissioners. No secondary projects have been seeded, to date, under the program. Those County Commissioners who voiced objections were opposed to using the normal road construction funds for seeding and related work. All seeding was based on recommendations of a Highway Seeding Committee representing the agencies named in the first paragraph.

It has been decided, therefore, that the Department will adopt the policies set forth below as concerns this matter, inasmuch as the statutes are specific in stating that seeding must be done, based on qualified recommendations.

Interstate highway projects will be seeded by contract as has been done the past three years, using the same methods and procedures, in general.

Primary state highways, whenever and wherever it is practicable, will be seeded by the Maintenance Division of the Department without any use of federal aid. There may be cases in which it will be practicable to seed by contract. The procedures will follow recommendations made by the Highway Seeding Committee mentioned above.

Secondary highway projects are to be seeded, along with related treatment, by one of the two courses described below.

1. The Department will obtain recommendations concerning seeding from the Highway Seeding Committee. These recommendations will be passed on to the County Commissioners who then will obtain the seed as recommended and attend to its proper planting, along with any other recommended work. The seeding is to be performed during the calendar year in which the grading is performed and completed, if practicable, and during the period of time between October 15 and April 30. The entire cost will be borne by the County. The County may work in cooperation with a local Soil Conservation Service, District Extension Service, local farmers or other qualified persons or agencies. The Department will not prepare plans and specifications for project records. The County Commissioners will certify, for project records, that seeding was accomplished within reasonable bounds of the recommendations, listing such information as variety of grass, pounds per acre, when seeded, and other pertinent data covering what was actually done.
2. If the County Commissioners decline to follow Course 1 or otherwise fail to perform the required seeding and related work, the Department will prepare plans and specifications and let the required seeding work out to competitive contract in the usual manner for performing highway construction. The State portion of the construction cost will be taken from funds allocated to the County for highway construction. Federal-aid funds will pay the balance of the cost.

The Secondary Roads Engineer, operating in cooperation with District Engineers, will determine, as far in advance as possible, which course the County Commissioners have selected.

Kalispell

First to head the list of construction employees is the crew members of Proj. Engr. Lorren D. Claridge. Lorren is well known throughout the western part of the state, having started with the department in Sept. of 1948 as Lab. Helper. He has worked in various divisions throughout the state and from the position of Lab. Helper to his present title of P. E. He is married and the father of three boys and one girl. Although Lorren is presently working in the Libby area, he makes his home at Kalispell on the week-ends where his lovely wife, Phyllis, patiently waits for Lorren only to have him come home and go ice fishing or water-skiing depending on the season and rumor has it he sometimes disregards the seasons when it comes to water-skiing.

Another member of this crew, Loren Dollan, is the instrumentman and Mr. Claridge's right hand man. Mr. Dollan comes to us from the Missoula Division where he is well known for his wonderful artistic work in both drafting and sketching cartoons. Loren is rather on the quiet side and therefore not too much is known of him although we do know that he was recently married to a very lovely girl from the Libby area in Feb. of this year. Mr. Dollan began working for the Highway in Jan. 1952 in the Missoula Division and is presently making his home at Libby.

Jim Lyon, rodman for this crew is also on the shy side and not too much is known of Jim's background although he hails from Kalispell and is a veteran of the department having come to work in Sept. 1956. Before going to work for the state, Jim was a woodsworker.

His family of two daughters reside with his wife in the Evergreen area near Kalispell.

A native of the area he is presently working in, Art Olds, has been with the State since 1959, taking time out for a short stretch with Uncle Sam. Art is a young and ambitious Engr. Aide II and according to Mr. Claridge, he is anxious to learn more about the engineering work he is doing. An added sidelight is that Mr. Olds is single and saving his money, girls. (Watch out when this gets out Art.)

Two of our more recent employees are Dennis Johnson and Ronnie Turnacliff. As these two men have just recently been employed there isn't much to report on them but this reporter will keep an eye on them and have more to say later.

Havre

Congratulations to Rox Mitchell, Shelby Mechanic, and Ray Toldness, Instrumentman.

Rox Mitchell spends his spare time working over old autos. His customized 1935 Ford won the First Place Trophy at the Great Falls Rod and Custom Show.

Ray Toldness scored a hole in one May 18th on the 3rd hole at the Shelby Country Club. Ray used a 6 iron on the 165 yard hole. His score for the round was a 36, 6 strokes higher than his record score of 30. Golfing with Ray at the time was Jack Stark and Bob Turner.

Great Falls

Alaska continues to hold it's appeal for adventurous Montanans. Latest to succumb and now making their "Home in Nome" are Nolan Bixby and Mason Knapp, ex-Montana Rodmen, and Tom Rueterdahl and William Erickson ex-Montana Chairmen. The following bit of miscelloony came from an ex-Montanan, now situated in Alaska. He bemoans the seriousness of the woman shortage in his area. He further relates that this shortage has created a new sport or hobby—or something—called wife sharing. This may be pertinent data if you have considered Alaska, but are one of the fussy types. If not, the area he speaks of in particular is Valdez.

Mr. Norman C. Dalry has been appointed R/W Supervisor for the Great Falls District. Mr. Larry Lesofski has been promoted to Project Engineer and currently is assigned to an Interstate construction project near Wolf Creek. Our hearty congratulations and best wishes to these men in their new assignments.

For those interested in statistics: A current tabulation of mileages and contract costs of construction in the Great Falls District revealed the following: 216.4 miles of roadway are under construction at a contract cost of $25,500,000. 66.0 miles of this total is accounted for by Interstate construction at a cost of $16,900,000.

MISSOULA DIVISION

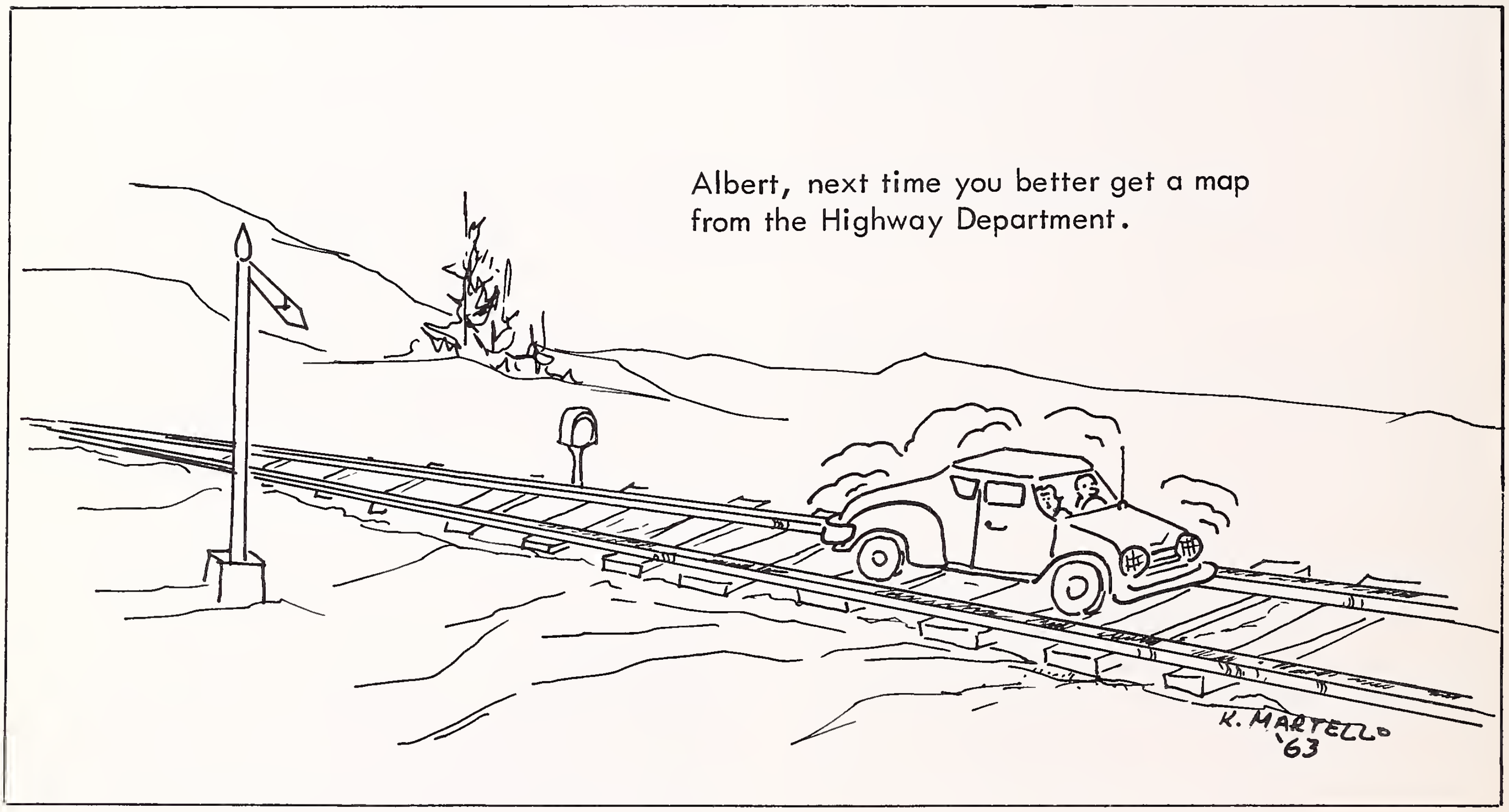
The accompanying pictures are from the Alberton East and West Interstate project the contract for which is held by Nilson-Smith of Great Falls. Shown here is a view looking west of the Alberton Interchange area showing nearly completed structure and main roadway and ramps all finished to sub-grade elevation. Cecil Owen's "Shock Troops" interrupted while staking an outlet ditch to the Clark Fork River in the background. Left to Right are Jim Green, George Roat, Del Braun, Al Klakken, Ernie Lucero and Teddy Deschamps.

Bozeman

The Bozeman Division is proud to announce that four men have been promoted to Instrumentmen after successfully passing their exams. These men are Ed Reiser, Larry Williams, Harold Heath and Jay Randall. Congratulations to all of these men and we are happy to have them with us.

Also congratulations are in order for Warren Pitman of the Lab. who successfully passed his exam at the same time and has been promoted to Lab. Tech. II.

We have received word from Al Bruner of our Division that he was able to put his first aid to use when he came across an accident several weeks ago. Mr. Bruner wishes to thank the Department for having been able to take the first aid course.


Albert, next time you better get a map from the Highway Department.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

4

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